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Inland Transport Committee

Eighteth session
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Report of the Inland Transport Committee on its eighteth session

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I. Chair

1. The Inland Transport Committee (ITC or Committee) held its eightieth session from 20 to 23 February 2018, with Mr. Jerzy Kleniewski (Poland) as Chair.

II. Attendance

2. Representatives of the following ECE countries participated: Austria, Azerbaijan, Belarus, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Finland, France, Georgia, Germany, Greece, Hungary, Israel, Italy, Kazakhstan, Kyrgyzstan, Latvia, Malta, Netherlands, Poland, Portugal, Republic of Moldova, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Turkmenistan, Ukraine, United Kingdom of Great Britain and Northern Ireland, and United States of America.

3. Representatives of the following countries attended under Article 11 of the Terms of Reference of ECE: Afghanistan, Algeria, Barbados, Brazil, Cambodia, Egypt, Ghana, India, Iraq, Japan, Lao People's Democratic Republic, Lebanon, Lesotho, Malaysia, Mauritius, Mongolia, Morocco, Niger, Nigeria, Pakistan, Republic of Korea, Senegal, Sudan, Syrian Arab Republic, Thailand, Tunisia and United Arab Emirates.

4. The European Union was represented.

5. Representatives of the following United Nations departments and specialized agencies attended: International Labour Organization (ILO), International Telecommunication Union (ITU), United Nations Conference on Trade and Development (UNCTAD), United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), United Nations Office of the High Representative for the LDCs, LLDCs and SIDS (UNOHRLLS) and World Bank. The Trans-European Motorway (TEM) and Trans-European Railway (TER) projects were also represented.

6. Representatives of the following intergovernmental organizations took part: Organization of the Black Sea Economic Cooperation (BSEC), Central Commission for the Navigation on the Rhine (CCNR), Centre for Transportation Studies for the Western Mediterranean (CETMO), Intergovernmental Organization for International Carriage by Rail (OTIF), International Transport Forum (ITF), Organization for Cooperation between Railways (OSJD), Organization for Security and Cooperation in Europe (OSCE), Parliamentary Assembly of the Black Sea Economic Cooperation (PABSEC).

7. The following non-governmental organizations were represented: Conference of European Directors of Roads, Federation Internationale de l'Automobile (FIA), Global New Car Assessment Programme (Global NCAP), International Association of Logistic Business, International Association of Public Transport (UITP), International Federation of Freight Forwarders Associations (FIATA), International Motorcycle Manufacturers Association (IMMA), International Motor Vehicle Inspection Committee (CITA), International Rail Transport Committee (CIT), International Road Federation (IRF), International Road Transport Union (IRU), International Union of Railways (UIC), and International Transport Workers' Federation. The following organizations were also represented: Road Safety Institute (RSI) "Panos Mylonas", IRU PDMER, Sustainable Transport Africa and Walk21, World Bicycle Industry Association.

8. Representatives of the following attended at the invitation of the secretariat: Consiglio nazionale delle ricerche, EuroMed Transport Support Project (EuroMed TSP), National Automotive Design and Development Council (NADDC), Polis Network, Université de Lausanne and University of Warsaw.

9. Representatives from the private sector attended: "PLASKE" JSC, CERTSIGN S.A., and Kapsch TrafficCom AG.

III. Adoption of the agenda (agenda item 1)

Documentation: ECE/TRANS/273 and Add.1

10. The Committee **adopted** the provisional agenda.

IV. Intermodality: The key to sustainable transport and mobility (agenda item 2)

Documentation: ECE/TRANS/2018/1

11. The Committee **noted** that the Bureau of the Inland Transport Committee, at its June 2017 meeting, had agreed that the first day of the eightieth session of the Committee would discuss the role of intermodality as a cornerstone of sustainable mobility and transport, at the international and city levels. The policy segment focused on real-world experiences on the best practices for developing and deploying successful innovations that promote sustainable mobility across modes of transport, and can be of benefit to the citizens of developed and developing countries.

12. The Committee **endorsed** the outcome of the high-level policy segment on 'Intermodality: The key to sustainable transport and mobility' and **expressed its strong support** for a holistic approach to inland transport modes, based on lessons from real-world best practices on developing and deploying successful innovations that promote sustainable mobility across modes of transport, and can be of benefit to the citizens of developed and developing countries. The Committee **agreed** that a short report of the discussions, in the form of moderator's conclusions, be annexed to the Committee's report (ECE/TRANS/274/Add.1, Annex I) and **requested** its subsidiary bodies to take on-board the outcomes, as deemed appropriate.

V. Meeting for government delegates only with the participation of the Chairs and Vice-Chairs of the Committee's subsidiary bodies and of Administrative Committees (agenda item 3)

Documentation: ECE/TRANS/272 (Future) (restricted), Informal document No. 1 (restricted)

13. The ministerial resolution on "Embracing the new era for sustainable inland transport and mobility" (ECE/TRANS/2017/2) of 21 February 2017 had invited the Committee to implement a strategic dialogue and to develop an ITC strategy that takes the decisions of the resolution into consideration.

14. The Committee considered a discussion paper on the strategy (Informal document No. 1) that was prepared by the Bureau and the secretariat, with inputs from the Chairs of ITC subsidiary bodies and of the Administrative Committees of United Nations transport conventions under the purview of the Committee.

15. The Committee **welcomed** the organization of the eighth meeting of the Chairs of the Committee's subsidiary bodies, i.e. the meeting restricted to governmental participation, on developing the Committee's strategy until 2030, and **agreed** that the summary of the discussions, in the form of the Chair's notes, would be annexed to the Committee's report

(ECE/TRANS/274/Add.1, Annex II) after approval by the participating delegates in the restricted session.

16. In considering the ITC strategy up to 2030, the Committee **expressed its support for continuing discussion** on Informal document No 1. To this end, it **welcomed** the discussions of the restricted session involving ECE and non-ECE contracting parties.

17. The Committee **provided guidance** to the ITC Bureau, to be assisted by the secretariat, on further developing the ITC strategy in an inclusive way and **requested:** (a) that an action plan and road map for implementation be presented for adoption at the Committee's eighty-first session in 2019, and (b) that necessary changes in the Terms of Reference and Rules of Procedure of the Committee are fully considered and presented to the Committee for adoption at the eighty-first annual session. The Committee **invited** the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted session of the eighty-first annual session of the Committee.

VI. Strategic questions of a horizontal policy nature (agenda item 4)

A. Status of accession to United Nations transport agreements and conventions under the purview of the Inland Transport Committee

Documentation: ECE/TRANS/2018/2

18. The Committee **took note** of ECE/TRANS/2018/2 on the status of signatures, ratifications and accessions to United Nations legal instruments on inland transport administered by the Committee and its subsidiary bodies as of 31 December 2017. This document also includes the accessions registered since the last session of the Committee. As part of the its strategy to strengthen the regulatory governance of international inland transport, especially in light of the Sustainable Development Goals, the Committee **noted with satisfaction** the good example of the TIR Convention's expansion with the accessions of China (2016), India (2017) and Pakistan (2015) that together account for 40 per cent of the global population. Furthermore, it **invited** countries, which have not yet done so, to accede to the United Nations conventions and other legal instruments in inland transport administered by the Committee and its subsidiary bodies.

B. United Nations Economic Commission for Europe analytical work on transport

Documentation: ECE/TRANS/2018/3, Informal document No. 2, ECE/TRANS/2018/4, ECE/TRANS/2018/5

19. Ms. Ingeborg Dettbarn (Germany), the Chair of the Working Party on Transport Trends and Economics (WP.5), **informed** the Committee about the analytical activities of 2017 (ECE/TRANS/2018/3). The Committee **took note** of "Financing Transport Infrastructure and Innovative Solutions" (Informal document No. 2). Furthermore, the Committee **was informed** that the transport trends and economics theme for 2017-2018, "Mobility as a Service" had been selected.

20. The Committee **was informed** about two workshops during the WP.5 session and the recommendations in "Transport Infrastructure Corridors along Europe and Asia" and on "Mobility as a Service". The secretariat provided information on:

(a) The international transport infrastructure observatory (ECE/TRANS/2018/4);

(b) The project on strengthening regional connectivity with the Geographical Information System (GIS) in cooperation with the Islamic Development Bank;

(c) The project on strengthening connectivity of countries in South and Central Asia, particularly landlocked and least developed countries, to link with subregional and regional transport and trade networks in cooperation with ESCAP;

(d) The project on the infrastructure module of the Pan-European Master Plan on cycling in cooperation with THE PEP;

21. Finally, the Committee **was informed** about the progress of the Group of Experts on Benchmarking Transport Infrastructure Construction Costs, the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes and the Group of Experts on Euro-Asian Transport Linkages.

C. Policy dialogue and technical assistance to countries with economies in transition

Documentation: Informal document No. 3, ECE/TRANS/2018/6

22. The Committee **took note** of the activities of technical assistance and policy dialogue, including the Special Programme of Economies of Central Asia (SPECA) Project Working Group on Sustainable Transport, Transit and Connectivity (PWG-STTC) that is serviced jointly with ESCAP.

23. The Committee **was informed** about the ongoing United Nations Development Account project on Road Safety Performance Reviews (Informal document No. 3), the SafeFITS model and the implementation plans. The primary objective of SafeFITS was to assist governments and decision makers on the most appropriate road safety policies and measures to achieve tangible results in improving road safety (ECE/TRANS/2018/6).

24. The representative of the EU-funded EuroMed Transport Support Project informed the Committee on the project's objectives and sustainable results achieved in promoting the main UN road transport legal instruments administered by the Committee in the South Mediterranean region, highlighted the activities implemented under the new Phase of the Project 2017-2020 as well as those planned or under implementation and thanked the Sustainable Transport Division and its staff, as well as the Chairs of the ITC and its relevant subsidiary bodies (the Global Forum for Road Traffic Safety (WP.1), the Working Party on Road Transport (SC.1), the Working Party on the Transport of Perishable Foodstuffs (WP.11), the Working Party on the Transport of Dangerous Goods (WP.15), and the World Forum for Harmonization of Vehicle Regulations (WP.29)) for their continued support to the project since it started in 2012.

25. The Committee **expressed support** for the policy and analytical work undertaken by the Division in the framework of road safety performance reviews. The Committee also **thanked** the secretariat for the development and launch of SafeFITS, and **asked** the secretariat to explore possibilities to further improve the model and the related road safety database.

D. Environment, climate change and transport

1. Inland Transport Committee (ITC) follow-up to the 2030 Agenda

Documentation: ECE/TRANS/2018/7

26. The Committee was **informed** about the implementation of the Sustainable Development Goals and the three major global processes to track progress: the targets and indicators of the Sustainable Development Goals, the Sustainable Mobility for All (SUM4ALL) initiative, and the initiative to develop voluntary global road safety performance targets and indicators. The Committee directly contributes to all three processes through its regulatory, analytical, capacity-building and policy work.

27. The Committee **reiterated its wish to strengthen** its contribution to implement the transport-related targets of the 2030 Agenda, the Paris Agreement, the New Urban Agenda and the Vienna Programme of Action for Landlocked Developing Countries and **requested** its subsidiary bodies to align their work accordingly.

28. The Committee **noted** that ECE, "shall pay particular attention to the gender dimension of development, as a priority cross-cutting theme, by identifying good practice in further mainstreaming gender issues in its various subprogrammes and activities, taking into account the economic areas addressed by the regional Beijing+10 review" pursuant to the 2005 ECE Reform (E/ECE/1434/Rev.1, para. 79). The Committee also **noted** that, in line with the Reform Plan, the ECE secretariat had developed a new policy for gender equality and the empowerment of women, which would develop gender mainstreaming strategy for all areas of work. The ECE Executive Committee (EXCOM) welcomed the new policy in September 2016. A key element is to mainstream gender into the substantive work of the sectoral committees. The Committee **was invited to consider** how to better mainstream a gender perspective into transport activities, and in light of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals. Ms. Ingeborg Dettbarn (Germany), the Chair of the Working Party on Transport Trends and Economics (WP.5), expressed her hope that the Committee would further develop and continue the work on gender mainstreaming.

2. Decarbonisation and mitigation of environmentally harmful effects of inland transport

Documentation: Informal document No. 4

29. The Committee **was informed** about the For Future Inland Transport Systems (ForFITS) tool in the activities to support governments to mitigate the negative impacts of transport on the environment (Informal document No. 4). ForFITS is a monitoring and assessment tool for CO_2 emissions in inland transport, including a transport policy converter to facilitate climate change mitigation. The Committee **requested** the secretariat to continue efforts for effective fundraising in support of more widespread use and further development of ForFITS.

3. Impacts of climate change on international transport networks and adaptation requirements

Documentation: Informal document No. 5

30. The Committee **took note** of the work of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and Nodes. It **approved** the request of the Working Party on Transport Trends and Economics (WP.5) to extend the mandate of the Group of Experts on Climate Change Impacts and Adaptation for Transport Networks and

Nodes for one more year starting after the final approval by EXCOM, and report back to WP.5 in September 2019, based on the same terms of reference (ECE/TRANS/2015/6).

E. Transport, Health and Environment Pan-European Programme

Documentation: ECE/AC.21/SC/2017/2, Informal document No. 6

31. The Committee **took note** of the report of THE PEP Steering Committee on its fifteenth session (6-8 November 2017, Geneva) (ECE/AC.21/SC/2017/2). The Committee **welcomed** the election as Chair of THE PEP for 2017-2018 of a representative of the transport sector, Mr. Vadim Donchenko of the Scientific and Research Institute of Motor Transport of the Russian Federation.

32. Noting that the transport sector is relatively under-represented in THE PEP, the Committee **encouraged** its members to consider designating national THE PEP focal points from the transport sector and communicate this information to the secretariat.

33. Furthermore, the Committee **reiterated its wish** to actively contribute to the fifth High-level Meeting on Transport, Health and Environment (Vienna, 2019). It **welcomed** the development of key outputs planned for the 2019 ministerial, including: a study on the job creation potential of sustainable transport, on the infrastructure module of the pan-European Master Plan on cycling, as well as other initiatives in the field of sustainable transport, as outlined in Informal document No. 6. The Committee **noted** the information from the Russian Federation on the start of work on a technical assistance project to prepare guidelines for a manual of best practices in the area of sustainable urban transport. These guidelines should be ready for the fifth High-level Meeting of THE PEP that will take place in 2019 in Vienna. The Committee **requested** WP.5 as the analytical body of the Sustainable Transport Division to undertake this study in close cooperation with THE PEP.

F. Intelligent transport systems

Documentation: ECE/TRANS/2018/8

34. The Committee **was informed** about the Intelligent Transport Systems (ITS) road map that was launched at its seventy-fourth session (ECE/TRANS/2018/8).

35. The Committee **was also informed** by Ms. Luciana Iorio, the Chair of WP.1, about the outcome of the joint meeting of WP.1 and WP.29/GRRF (20 September 2017, Geneva).

36. The Committee **considered** the status of ITS work by its subsidiary bodies and **decided** to (a) **encourage** ITS activities in all inland transport modes including connectivity and to consider ways to address ITS issues in an integrated approach; (b) **commend** actions taken by WP.1 and WP.29 in the area of automated driving, as fostering international regulatory frameworks would ensure the benefits in terms of enhanced road safety, better environmental protection, greater energy efficiency and more efficient traffic management. In this context, the Committee **requested** WP.1 and WP.29, working in close cooperation, to continue developing, according to their mandates, recommendations and/or legal provisions on automated driving to enable a future safe coexistence of automated and traditionally operated vehicles on roads, and their interaction with other road users and infrastructure.

37. The Committee **reiterated** its decision from the seventy-seventh session to invite "WP.1 and WP.29 to investigate different possibilities to increase their cooperation"; **welcomed** the Global Forum for Road Traffic Safety and Working Party on Brakes and Running Gear joint session (September 2017), to exchange information on the topics of

"secondary activities" and cyber security; agreed that these joint sessions were constructive and contributed to a better understanding of the role of the driver in highly and fully automated vehicles; **requested** both working parties to explore further possibilities for holding additional joint sessions in the future.

G. Continued support to land-locked countries: The Vienna Programme of Action

38. Noting information about future United Nations actions in landlocked developing countries and the expected role of the Regional Commissions following the adoption of the Vienna Programme of Action for 2014-2024, the Committee **invited** landlocked transition economies in the ECE region to share their vision for improving access to the sea.

H. Inland transport security

39. The Committee **endorsed** the proposed theme of the next session of the Inland Transport Security Forum in 2018, to be which will be on rail security issues, organized jointly with UIC and ITF, and held in conjunction with the ITF Annual Summit in May 2018.

VII. Strategic questions of a modal and thematic nature

A. Project related activities

1. Trans-European Motorway (TEM) and Trans-European Railway (TER) Projects

Documentation: Informal document No. 7

40. The Committee was **informed** about the recent developments in and the management of the TEM and TER projects, the TEM Strategic Plan 2017-2021activities in assisting TEM member States to achieve the Sustainable Development Goals on road infrastructure management, the phase I report of the TER High-Speed Master Plan, and the status of the TER Project Manager and of the Deputy Manager.

41. The Committee **expressed its support** for the activities carried out in the Trans-European Motorways (TEM) and Trans-European Railways (TER) projects.

2. Euro-Asian Transport Links (EATL) Project

Documentation: ECE/TRANS/2018/9, Informal document No. 8

42. The secretariat **informed** the Committee about phase III of the EATL project. Since the previous session, the report of phase III on the operationalization of EATL had been prepared by a contractor (NIIAT from Russian Federation) and the secretariat. The report was endorsed by WP.5 at its thirtieth session (Geneva, 4-6 September 2017). The report should be published after its approval by the Committee. The phase III should then be concluded with an organization by WP.5 of an international conference on the operationalization of EATL building on the conclusions and recommendations of the report. The Committee, welcoming the work done in phase III of the Euro-Asian Transport Links (EATL) project, (a) **took note** of the report and **approved** its conclusions and recommendations, (b) **reiterated** its request to WP.5 to organize in the second part of 2018 an international conference on the operationalization of EATL based on the conclusions and recommendations of the report, (c) **encouraged** further work in member States towards

operationalization of EATL, and **requested** WP.5 and the Working Party on Intermodal Transport and Logistics (WP.24) to include as relevant the operationalization of EATL on the agendas of their regular sessions.

43. The Committee, **noting** that the Ministerial Conference on Transport of ESCAP at its third session had requested the ESCAP secretariat to seek cooperation with ECE for an interregional coordination committee on transport between Asia and Europe, (a) **reiterated** its support for transport connectivity, as evidenced through many different projects, such as TEM, TER, EATL and via-Carpatia; (b) **stressed** the need to ensure that new bodies would not lead to duplication of existing structures or work, and would be based on an equitable share of burden, while remaining mindful of budget constraints; and (c) **requested** the secretariat, in close cooperation with the Bureau, to follow-up as appropriate, subject to continued interest.

B. Harmonization of vehicle regulations

Documentation: ECE/TRANS/WP.29/2017/1/Rev.2, ECE/TRANS/WP.29/2017/119, Informal document No. 9

44. Mr. Antonio Erario (Italy), the Chair of WP.29 **informed** the Committee about the most recent developments of WP.29, its subsidiary Working Parties (GRB, GRE, GRPE, GRRF, GRSG and GRSP), the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement.

45. The Committee **was also briefed** on document ECE/TRANS/WP.29/2017/1/Rev.2 and invited to adopt the WP.29 2018-2019 programme of work (ECE/TRANS/WP.29/2017/119).

46. The Committee **noted** that over 40 informal groups worked during 2017 in parallel to the World Forum and to its subsidiary bodies, to assist them in developing new vehicle regulations and in updating the 143 existing UN Regulations annexed to the 1958 Agreement, the 20 UN Global Technical Regulations associated to the 1998 Agreement and the two UN Rules annexed to the 1997 Agreement.

47. The Committee **noted** the number of contracting parties to the 1958 Agreement (54), to the 1998 Agreement (35), and to the 1997 Agreement (14).

48. The Committee **was informed** that the new UN Regulation on Heavy Duty Dual-Fuel Engine Retrofit Systems had entered into force on 19 June 2017, and that, in November 2017 new UN Regulations on the International Whole Vehicle Type Approval, on Accident Emergency Call Systems and on ISOFIX anchorage systems, ISOFIX top tether anchorages and i-Size seating positions were adopted. The new UN Regulations annexed to the 1958 Agreement are expected to enter into force by mid-2018.

49. The Committee **noted** that the Administrative Committee of the 1997 Agreement had established amendments to provisions for periodic technical inspection on environmental related elements (Rule No. 1) and on the roadworthiness (Rule No. 2). A new Resolution R.E.6 on the administrative and technical provisions for carrying out the technical inspections according to the technical prescriptions specified in Rules annexed to the 1997 Agreement, was adopted in March 2017.

50. The Committee **noted** that the Executive Committee of the 1998 Agreement established amendments to Global Technical Regulations No. 1 (Door Locks and Door Retention Components) and No. 15 (Worldwide harmonized Light vehicle Test Procedure) and to new Global Technical Regulations on evaporate emission test Worldwide harmonized Light Duty Test Procedure.

51. The Committee **noted** the entry into force of Revision 3 to the 1958 Agreement on 14 September 2017, which incorporates the International Whole Vehicle Type Approval system and increases the attractiveness of the agreement for further accessions of emerging economies by allowing the application of previous versions of UN Regulations. In this context, the Committee **was informed** about the status of the establishment of the type-approval database DETA.

52. The Committee **expressed its support** for the most recent developments in the work carried out by the World Forum for Harmonization of Vehicle Regulations (WP.29), its six subsidiary Working Parties, the Administrative Committee of the 1958 Agreement, the Administrative Committee of the 1997 Agreement and the Executive Committee of the 1998 Agreement. **Noting** the importance of WP.29 activities related to automated/autonomous vehicles, the Committee **requested** WP.29 to consider establishing a dedicated subsidiary Working Party ("GR"). The Committee **reiterated its support** for the establishment of the type-approval database DETA because of its positive effect on road safety; **expressed its thanks** to the Government of Germany for the offer to temporarily host DETA as an in-kind contribution, providing ECE with the necessary time to secure its financing; and **reiterated** its earlier decision taken at the seventy-ninth annual session of the Committee (ECE/TRANS/270, para. 54).

C. Road safety

Documentation: ECE/TRANS/2018/10, ECE/TRANS/2018/11, ECE/TRANS/2018/26

53. Ms. Luciana Iorio (Italy), the Chair of WP.1, **informed** the Committee about the most important developments in the work carried out by WP.1. This included information about subject areas such as automated vehicles, international driving permits, vulnerable road users, Sustainable Development Goals, and the Consolidated Resolution on Road Traffic (R.E.1).

54. The Committee **was also informed** about the work and achievements of the Group of Experts on Road Signs and Signals (GERSS) which wishes to continue to fulfil its mandate in 2018. In order to allow GERSS work to continue, the Committee **approved** the extension of the mandate of the Group of Experts on Road Signs and Signals to 31 December 2018.

55. The Committee **was informed** about the status of developing an electronic Convention on Road Signs and Signals (e-CoRSS) to improve the implementation of the 1968 Convention on Road Signs and Signals. The secretariat also demonstrated the current capability of e-CoRSS.

56. The Committee **expressed its support** for the initiative of WP.1 to hold a conference in South-East Asia (Delhi, India) with a focus on vulnerable road users, in particular, the elderly, differently able, and school children, as a follow-up to the previous events dedicated to powered two wheelers; **reiterated** the importance of a continued and consistent process to promote road safety and the United Nations road safety conventions in regions outside of ECE; and **encouraged** the Global Forum for Road Traffic Safety to consider, for the future events, the relevance of undertaking activities to contribute to achieving SDG targets 3.6 and 11.2.

57. The Committee **recognized** the contribution of WP.1 to the draft strategy of ITC (ECE/TRANS/2018/10).

58. The Committee **took note** of progress in the implementation of the ECE Road Safety Action Plan (ECE/TRANS/2018/26), as we are getting closer to the end of the UN Decade of Action for Road Safety (2011-2020).

59. The Committee **reiterated its strong support** for improving road safety and **recognized** the need to ensure adequate financing for road safety. Furthermore, in principle, **welcomed** the Secretary-General's decision to establish a United Nations Road Safety Trust Fund, with ECE as secretariat to the fund.

60. The Committee **took note** of ECE/TRANS/2018/11 and **welcomed** the extension of the appointment of the Special Envoy by the Secretary-General, which will ensure a continuation of the important work and momentum built so far by the Special Envoy in improving road safety and promoting United Nations road safety legal instruments.

D. Road transport

61. Mr. Roman Symonenko (Ukraine), the Chair of SC.1 and the Chair of the Group of Expert on the European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR) **informed** the Committee about the latest developments in the work of SC.1 and the AETR Group of Experts. In particular, the Committee **was informed** about a proposal by the Government of Slovakia to amend AETR Articles 14 (Eligibility to accede), 22 and 22bis (Amendment procedures) and to simultaneously adjust the relevant parts of the AETR agreement to accommodate references to Regulations 165/2014 and 2016/799 of the European Union (Appendix 1C), largely via an amendment proposal of the Government of Estonia. The secretariat **informed** the Committee about the interest of the Government of Lebanon to amend Article 14 in order to allow Lebanon to be eligible to accede to the AETR agreement.

62. The Committee **noted** some progress towards an agreed decision on certain articles of the AETR and **called** on interested parties to reach a decision to set the provision on the use of smart tachographs in the AETR agreement as well as other issues requiring an agreed decision.

63. The Committee **was also informed** about the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR), the secretariat's efforts to encourage more States to accede, and the need to begin work to operationalize e-CMR (Article 5). Information about a special e-CMR session which took stock and mapped future directions in the development of electronic consignment notes on the basis of the Additional Protocol was provided. The Committee **was informed** about the plan to organize a special SC.1 session on e-CMR in early 2018 to further discuss this issue and to decide on a way forward.

64. **Noting** information about the number of contracting parties to the Additional Protocol to the CMR Convention (e-CMR), the Committee **encouraged** more States to accede to the Additional Protocol and **urged** the current contracting parties to begin work on operationalizing e-CMR (as per Article 5 of the CMR Convention).

65. The European Union did not provide any information on the relationship between the InterBus Agreement and the draft OmniBus Agreement. The Committee **was informed** that SC.1 had agreed to continue completing the draft OmniBus Agreement and had requested dedicated meetings in 2018. The Committee **noted** the decision of the Working Group to hold a special meeting on the draft OMNIBUS Agreement and **urged** the parties concerned to continue working on this document that is important for the development of mobility.

E. Rail transport

Documentation: ECE/TRANS/2018/12, ECE/TRANS/2018/13

66. Mr. Hinne Groot (the Netherlands), the Vice-Chair of the Working Party on Rail Transport (SC.2), **informed** the Committee about the results of the seventy-first session of SC.2 (ECE/TRANS/SC.2/228). The Committee noted the completion of the first phase of the master plan on high-speed trains for the TER region and the cooperation with the TER project. Furthermore, the Committee **was informed** about the development of the international rail security observatory and the road map for the finalization of the new convention on the facilitation of crossing of frontiers for passengers and baggage carried by rail.

67. The Committee **was also informed** about the results of the workshop on "Railway Reform across the ECE region" held during the last session of SC.2 and the related publication (ECE/TRANS/2018/12). The Committee **noted** the publication of the study on "Rail Reform in the ECE Region" and progress in implementing Inland Transport Committee Resolution on International Rail Passenger Traffic on the route East-West (Resolution No. 264) and **requested** the Working Party on Rail Transport (SC.2) to report to the ITC at its eighty-first session on progress, as well as preparation of information, on the implementation of Resolution No. 264. The Committee **encouraged** SC.2 to continue addressing policy and regulatory issues of importance to the rail sector that aim at improving the market share of railways.

68. The Committee **took note** of the information from by the Russian delegation on the implementation of ECE Resolution No. 264 by JSC FPC (the Russian operator of passenger transport by rail).

69. The Committee **was informed** about the results of the Group of Experts on Unified Railway Law in preparing a new legal regime for rail transport, **approved** the extension of the mandate of the Group of Experts on Unified Railway Law for two more years under new terms of reference (ECE/TRANS/2018/13/Rev.1), and **invited** the secretariat to raise awareness of the important role of URL for facilitating Euro-Asian Rail Transport and to encourage wider participation in the work of the Group.

70. The Committee **noted** that the ongoing work on the draft of the new Convention on the Facilitation of Border Crossing Procedures for Passengers, Luggage and Load-Luggage carried in International Traffic by Rail is an important element of achieving the Sustainable Development Goals and **invited** the interested parties to participate in this work.

F. Intermodal transport and logistics

Documentation: ECE/TRANS/2018/14

71. Mr. Massimo Costa (Italy), the Vice-Chair of the Working Party on Intermodal Transport and Logistics (WP.24) **informed** the Committee about the results of the sixtieth session of WP.24 (ECE/TRANS/WP.24/141). The Committee **was also informed** about the work on (a) intermodal transport terminals, (b) preparing national master plans on freight transport and logistics, (c) the freight forwarders market, (d) climate change and intermodal transport, and (e) the future work that will result from these activities. The Committee **considered** document ECE/TRANS/2018/14 which includes strategic elements for the future development of WP.24 and provided the following guidance: that WP.24 at its next session considers the issue of updating CTU code, including technical requirements, as well as adds a regular agenda item on multimodal issues along Euro-Asian transport. The Committee **approved** the request of the Working Party to extend its annual session from two to two-and-a-half days, as an interim solution, and consider a possible further extension at the eighty-first annual session of the Committee.

72. The Committee **was also informed** about the workshop on "Railways, intermodal transport and the digitalisation of transport documents" held in conjunction with the WP.24

session in 2017. The workshop had discussed the important role of railways in intermodality and the significant benefits that digitalization of transport documents would bring to the transport sector.

73. Furthermore, the Committee **was informed** about the amendments to the European Agreement on Important International Combined Transport Lines and Related Installations (AGTC) and the Protocol of the AGTC that had been accepted and come into force.

G. Inland water transport

Documentation: ECE/TRANS/2017/20 and Corr.1, ECE/TRANS/SC.3/205, ECE/TRANS/SC.3/2017/3, ECE/TRANS/SC.3/WP.3/2017/18, ECE/TRANS/2018/15

74. Mr. Barthold Van Acker (Belgium), the Chair of the Working Party on Inland Water Transport (SC.3) **informed** the Committee about the latest activities of SC.3 following a new strategy that was endorsed by the Committee at its seventy-ninth session (ECE/TRANS/2017/20). The strategy responds to the conclusions of the High-level Conference on Inland Water Transport (20 February 2017) held at the occasion of the seventieth anniversary of the Committee (ECE/TRANS/SC.3/WP.3/2017/18).

75. The Committee **took note** of the preparatory work and **agreed** that the International Conference on Inland Water Transport (18-19 April 2018, Wroclaw, Poland) is of high importance for the sector and for implementing the new terms of reference and strategy of SC.3 as endorsed by ITC in 2017, and **encouraged** member States to participate at a high level to further develop inland water transport across the ECE region and beyond.

76. The Committee **noted** that SC.3 adopted amendments to the European Agreement on Main Inland Waterways of International Importance (AGN) (ECE/TRANS/SC.3/2017/3).

77. The Committee **was informed** about the publication of the third edition of the Inventory of Main Standards and Parameters of the E Waterway Network ("Blue Book") in 2017 (ECE/TRANS/SC.3/144/Rev.3), and **noted** the adoption of the second revision of the Inventory of Most Important Bottlenecks and Missing Links in the E Waterway Network (Resolution No. 49) at the sixty-first session of SC.3.

78. The Committee **took note** of the follow-up activities of SC.3 and its subsidiary bodies related to the implementation of the fifth revised edition of the European Code for Inland Waterways (CEVNI):

- the activities of the CEVNI Expert Group (twenty-fifth and twenty-sixth meetings in 2017) and amendments to CEVNI;
- the progress made by SC.3 in revising the Signs and Signals on Inland Waterways (SIGNI);
- the updating of a document and preparation for a publication on the implementation of CEVNI; and
- the outcome of the workshop "European Code for Inland Waterways: The implementation and the way ahead" held at the sixty-first session of SC.3.

79. The Committee **considered** document ECE/TRANS/2018/15 on the implementation of the European Code for Inland Waterways (CEVNI) and invited member States, who have not yet implemented it, to do so.

80. The Committee **was informed** about the ongoing activity of SC.3 on technical requirements for inland vessels: (a) progress in revising Resolution No. 61, (b) the tenth meeting of the Group of Volunteers on Resolution No. 61 (2-3 October 2017), (c) the workshop on the Rules and Regulations for inland navigation and river-sea vessels (14

February 2017) at the fiftieth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3), and (d) the preparation of the Russian translation of the European Standard laying down Technical Requirements for Inland Navigation vessels (ES-TRIN) at the request of member States.

81. The Committee **was further informed** about the outcome of the workshop "Inland waterways and ports: Bridges to intermodality" that was held on 14 June 2017 at the fifty-first session of SC.3/WP.3. The workshop highlighted the role of inland waterways as a key element in intermodal supply chains, which facilitates the attractiveness of the sector to the market, strengthens links between inland water transport and other transport modes, and strengthens the role of E ports in the context of AGN.

82. The Committee **noted** the growing interest of member States, training centres, boatmasters and other parties to Resolution No. 40, the !nternational Certificate for Operators of Pleasure Craft, which led to the establishment of the Informal Working Group on Recreational Navigation. The first meeting was held on 2 and 3 August 2017 in Geneva.

83. The Committee **also noted** that SC.3 at its sixty-first session had adopted the amendments to Resolution No. 40 as Resolution No. 89 and the revised Guidelines on the application of Resolution No. 40.

84. Finally, the Committee **took note** of the proposal of the GIS Forum Danube to SC.3 that ECE take patronage of the Danube Information Service Conference (DISC), and **agreed** with the decision of SC.3 to include DISC in its agenda as a permanent item.

H. Strengthening border crossing facilitation (Harmonization Convention, TIR Convention, eTIR Project and other Customs transit facilitation measures)

Documentation: ECE/TRANS/2018/16

85. Mr. Roland Kristiansson (Sweden), the Chair of the Working Party on Customs Questions affecting Transport (WP.30), **informed** the Committee about the outcome of the 145th, 146th and 147th sessions of the Working Party on Customs Questions affecting Transport (WP.30) (ECE/TRANS/WP.30/290, ECE/TRANS/WP.30/292 and ECE/TRANS/WP.30/294) and about the activities of the TIR Administrative Committee (AC.2) in the year 2017 (ECE/TRANS/WP.30/AC.2/133 and ECE/TRANS/WP.30/AC.2/135). The secretariat **further informed** the Committee about the recent accession of India to the TIR Convention, becoming its seventy-first contracting party.

86. The Committee **noted** that, in 2017, the Working Party took, inter alia, note of Decision No. 6 of ITC (see ECE/TRANS/270/Add.1, para. 27). In reply, the Working Party recognized the relevance of its work for various Sustainable Development Goals, in particular:

- Goal 9 - Industry, innovation and infrastructure - (accession to the TIR and Harmonization Conventions, implementation of the TIR, eTIR and Harmonization procedures);
- Goal 12 - Responsible consumption and production - (strengthening the supply chain through increased border crossing facilitation); and
- Goal 17 - Partnership for the goals - (application of the international TIR guarantee system).

87. The Committee **was informed** that the Working Party fully supported the vision of the Sustainable Transport Division on the 2030 Agenda, to strive for a globally harmonized regulatory system for inland transport that is the foundation for sustainable transport and mobility. The Working Party further reconfirmed its statement of the 143rd session, that supports any capacity-building activities of the ECE secretariat related to the legal instruments under the purview of WP.30 outside the ECE region, as long as sufficient focus on capacity-building within the region remains ensured. WP.30 supported the computerization of inland transport by stating that it is essential to arrive at eTIR in the shortest possible time. To that end, and in view of the progress in drafting the legal framework of eTIR, the Working Party urged contracting parties to make the necessary financial reservations in their national Information Technology budgets to accommodate eTIR within their national customs systems at the first opportunity. In that context, the Working Party confirmed the recommendation by the Informal Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (GE.1) and the Group of Experts on Legal Aspects of Computerization of the TIR procedure (GE.2) that the maintenance costs could conceivably be covered through an amount per transport. The Working Party requested the secretariat to transmit its findings to ITC for consideration at its 2018 session (ECE/TRANS/WP.30/292, paras. 4 and 5). Further to Decision No. 6 of ITC, the Working Party also **considered and adopted** a proposal to amend its terms of reference to contribute to the advancement of the Sustainable Development Agenda and the related Sustainable Development Goals (ECE/TRANS/WP.30/294, para. 10). The Committee **adopted** the changes to the terms of reference of WP.30, as reflected in the Annex to ECE/TRANS/WP.30/2017/19.

88. At its October 2017 session, the Working Party **welcomed and supported** the conclusion of a five-year Memorandum of Understanding between ECE and IRU, as well as a Contribution Agreement (CA) to further strengthen cooperation towards full computerization of the TIR procedure by ensuring the provision of the necessary funds to finance, inter alia, an additional information and communication technology expert to work on the eTIR Project and the hosting of the eTIR international system at the United Nations Office at Geneva. The Committee **was informed** about progress in the discussions at WP.30 on the eTIR legal framework, on the basis of proposals by GE.2. Against this background, the Committee **expressed its support** for continuing the eTIR project, and to this end: (a) **decided to prolong** the mandate of the Ad hoc Expert Group on Conceptual and Technical Aspects of Computerization of the TIR Procedure (WP.30/GE.1) to the year 2018, and (b) **urged** contracting parties and relevant stakeholders to ensure continuation of the required financing for operationalizing the eTIR project. The Committee **urged** contracting parties to expediently finalize considerations on a new Annex 11 to the TIR Convention, introducing the computerization of the TIR procedure into the legal text of the Convention.

89. The Committee **was informed** about an extensive package of amendments adopted by AC.2 in the course of 2017 aimed, inter alia, at strengthening the accountability and transparency of the international organization authorized to manage the international guarantee system.

90. The Committee **was informed** about the latest developments in the application of the International Convention on the Harmonization of Frontier Controls of Goods (Harmonization Convention, 1982), and the drafting of the new convention on the facilitation of border crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail. In this context, the Committee **considered** the text of the new convention on the facilitation of border-crossing procedures for passengers, luggage and load-luggage carried in international traffic by rail, as under discussion by WP.30 and **urged** the Working Party to **finalize** its considerations in the course of 2018, with the aim that a draft text of the new Convention could be transmitted to the Committee for

consideration and possible endorsement at its eighty-first session and, subsequent transmittal to the depositary.

91. Finally, the Committee was **informed** about issues in the application of the Customs Convention on the Temporary Importation of Private Road Vehicles (1954). The Committee **expressed** its support for the joint efforts by AIT/FIA, its national associations and the ECE secretariat to improve the application of the 1954 Customs Convention on the Temporary Importation of Private Road Vehicles in general and, in particular, in Egypt and Jordan, and encouraged the permanent missions of both countries to attend future sessions of WP.30 in order to familiarize themselves with the underlying issues so as to report them accordingly to the respective customs administrations.

92. The Committee **endorsed** the decision of WP.30 at its 148th session to convene, in June 2019, the eleventh session of the Administrative Committee for the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (AC.3), and to additionally include this activity in the programme of work of the Working Party, and **decided** to amend the programme of work of ITC accordingly to reflect this decision, including the preparation of pre-, in- and post-session documents related to the session.

I. Transport of dangerous goods

Documentation: Informal document No. 10, ST/SG/AC.10/C.3/102 and Add.1, ST/SG/AC.10/C.4/66, ECE/TRANS/WP.15/237, ECE/TRANS/WP.15/239, ECE/TRANS/WP.15/AC.1/146 and Add.1, ECE/TRANS/WP.15/AC.1/148 and Adds.1-2, ECE/TRANS/WP.15/AC.2/64, ECE/ADN/41

93. Mr. José Alberto Franco (Portugal), the Chair of WP.15 **informed** the Committee about the work of WP.15.

94. The Committee **noted** that the Economic and Social Council had adopted resolution 2017/13 on 8 June 2017, on the work of the Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labelling of Chemicals (see Informal document No. 10) and that WP.15, the RID/ADR/ADN[1] Joint Meeting and the ADN Safety Committee had already taken or are taking action as required in operative paragraphs 3, 4, 5 and 6 of section A of the resolution. The Committee also **noted** that, pursuant to operative paragraph 2 of section A and paragraph 3 of section B, the secretariat had published in Arabic, Chinese, English, French, Russian and Spanish, the twentieth revised edition of the United Nations Recommendations on the Transport of Dangerous Goods, Model Regulations, amendment 1 to the sixth revised edition of the Manual of Tests and Criteria and the seventh revised edition of the Globally Harmonized System of Classification and Labelling of Chemicals (GHS).

95. The Committee **noted** that the Sub-Committee of Experts on the Transport of Dangerous Goods of the Economic and Social Council met from 3 to 7 July 2017 (see report ST/SG/AC.10/C.3/102 and Add.1) and again from 27 November to 7 December 2017. The Sub-Committee of Experts on the Globally Harmonized System of Classification and Labelling of Chemicals met from 10 to 12 July 2017 (see report ST/SG/AC.10/C.4/66) and again from 6 to 8 December 2017.

[1] Regulations concerning the International Carriage of Dangerous Goods by Rail (RID), European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN).

96. The Committee **noted** that, with the accession of San Marino (15 January 2018), the number of contracting parties to ADR has risen to 50. The Committee **expressed its concern** that the Protocol amending articles 1 (a), 14 (1) and 14 (3) (b) of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR), adopted by the Conference of the Contracting Parties on 28 October 1993, had not yet entered into force: not all contracting parties to the ADR have become parties to the Protocol. The Committee **urged** the remaining contracting parties (Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, Georgia, Iceland, Kazakhstan, Malta, Montenegro, Morocco, Tajikistan, the former Yugoslav Republic of Macedonia, San Marino and Tunisia) to take the necessary steps to allow the Protocol to come into force, and **reiterated its invitation** to all member States intending to accede to ADR to deposit both an instrument of accession to ADR and to the Protocol of 1993. The representative of Tunisia **informed** the Committee that Tunisia had already taken the necessary steps and that the instrument of accession should soon be deposited with the Secretary-General of the United Nations.

97. The Committee **noted** that WP.15 had endorsed the common amendments to RID, ADR and ADN adopted by the RID/ADR/ADN Joint Meeting (WP.15/AC.1) during the biennium; adopted amendments specific to ADR, e.g. as regards construction and equipment of vehicles for the carriage of dangerous goods; requested the secretariat to prepare a consolidated list of all the amendments which it had adopted for entry into force on 1 January 2019, so that they could be made the subject of an official proposal in accordance with the procedure set out in article 14 of ADR.

98. The Committee **endorsed** the request by WP.15 and the Administrative Committee of the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) that the consolidated texts of ADR and ADN be published by the secretariat sufficiently in advance to prepare for the effective implementation of the provisions contained therein before their entry into force on 1 January 2019.

99. The Committee noted that, at its 103rd session, WP.15 considered the proposal to delete the word "European" from the title of ADR. After consultation of the Office of Legal Affairs of the Secretariat of the United Nations, discussions will continue at the 104th session (15-17 May 2018). The Committee invited non-European countries contracting parties to ADR to participate in that session.

100. The Committee **noted** that the number of contracting parties to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) remains 18.

101. The Committee **noted** that the Joint Meeting of Experts on the Regulations annexed to ADN (ADN Safety Committee) (WP.15/AC.2) held its thirty-first session from 28 to 31 August 2017.

102. The Committee **noted** that the ADN Safety Committee has adopted a wide range of new provisions concerning the carriage of dangerous goods in inland navigation vessels, and had met again from 22 to 26 January 2018 (see agenda ECE/TRANS/WP.15/AC.2/65).

103. The Committee **noted** that the ADN Administrative Committee had met in January 2018 (see agenda ECE/ADN/43 and Add.1), mainly to adopt all draft amendments prepared by the Safety Committee in 2017 and January 2018, i.e. the set of amendments that should enter into force on 1 January 2019 and that would ensure harmonization of ADN with ADR and RID.

J. Transport of perishable foodstuffs

Documentation: ECE/TRANS/WP.11/231, ECE/TRANS/WP.11/235, ECE/TRANS/WP.11/237

104. Mr. Telmo Nobre (Portugal), the Chair of WP.11 **informed** the Committee about the status of proposed amendments to the Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP), adopted at the seventy-second session of WP.11 in 2017 (ECE/TRANS/WP.11/235, Annex I).

105. The Committee **noted** that WP.11 had agreed to extend the 2018 session to five days, and to hold a round table meeting on Monday, 8 October 2018 to discuss ways of improving the work of WP.11, including, among others, the subject of an amendment to the one single objection rule in article 18, paragraph 4 of ATP and the scope of ATP. An informal working group organized by the representative of Luxembourg, was mandated to draft background papers to facilitate discussions during the round table. It was also decided to extend the cycle of amendments to two years to facilitate negotiations among contracting parties and consultations with national experts, with the aim of increasing the number of adopted draft amendments.

106. The Committee **noted** that, to improve its method of work, WP.11 had decided to change Rule 35 of the Rules of Procedure of WP.11 to reflect the option of adopting proposals of amendments to the ATP and amendments to the ATP Handbook by consensus. In addition, the unanimity rule for adopting proposals of amendments to the ATP had been changed in favour of a majority rule, given that not more than three contracting parties opposed the proposed amendment.

107. The secretariat **informed** the Committee about the procedure to follow to change Rule 35 of the Rules of Procedure and stressed that it was done in accordance with the rules. However, it was agreed that it was preferable to ask the Working Party at the next session to confirm the decision taken at its seventy-second session, on the basis of a working document.

108. The Committee **endorsed** the decision to extend the 2018 session of WP.11 to five days; **welcomed** the WP.11 ongoing process to improve its method of work (a matter that on numerous occasions in the past had complicated the ability to keep pace with technological advancement) and **noted** the proposed changes to the Rules of procedure as reflected in ECE/TRANS/WP.11/237. The Russian Federation **requested** that this issue be further discussed at WP.11.

K. Transport statistics and data

Documentation: ECE/TRANS/2018/17, Informal document No. 11

109. Mr. Peter Smeets (Netherlands), Vice-Chair of the Working Party on Transport Statistics (WP.6) **informed** the Committee about transport statistics activities and the status of the 2015 E-Road and E-Rail Traffic Census Programmes in accordance with resolutions Nos. 261 and 262 that were adopted at its seventy-sixth session in 2014. In particular, the Committee **noted** the new pan-European map of E-Road traffic volumes produced by the secretariat to visualize the results of the E-Road census. It was also **informed** that the secretariat has recently prepared a number of publications including the Bulletin of Transport Statistics, the Bulletin of Road Safety Statistics, and an updated Transport Statistics Infocards that summarize key transport statistics for ECE member States. The Committee **noted** progress made on producing a new version of the Glossary for Transport Statistics, with WP.6 in the lead. It was further **informed** about the renewed outreach activities that the secretariat had successfully engaged in to improve data availability in the

transport statistics database. The Committee noted the newly disseminated datasets on bus and coach statistics and rail accident statistics.

110. The Committee **noted** that WP.6 continues to be actively involved in the process of developing the statistical monitoring framework for Sustainable Development Goals as a member of the Inter-Agency and Expert Group on Sustainable Development Goal Indicators, and as a partner agency for the monitoring of Sustainable Development Goal indicators 3.6.1, 9.1.2 and 11.2.1. The Committee **noted** the role and potential contribution of WP.6 in a global environment where the need for more and higher quality statistics is rapidly increasing.

111. The Committee **welcomed** the renewed focus on data quality and dissemination undertaken by WP.6, through increased stakeholder engagement and the Sustainable Development Goal capacity-building workshops in October and November 2017. As a result, the Committee **requested** WP.6 to continue its active involvement in the process of developing the statistical monitoring framework for the goals as a member of the Inter-Agency and Expert Group on Sustainable Development Goals indicators (IAEG-Sustainable Development Goals) and the United Nations Statistical Commission (UNSC) Friends of the Chair group on broader measures of progress.

VIII. Matters arising from the United Nations Economic Commission for Europe (ECE), the Economic and Social Council (ECOSOC) and other United Nations bodies and conferences (agenda item 6)

A. ECE, ECOSOC, and other United Nations bodies and Conferences

112. The Committee **was informed** by the secretariat about recent matters arising from ECE, ECOSOC and other United Nations bodies and Conferences of interest to the Committee.

113. **Noting** the provisional outcome of the ITC/ECE request for parallel reporting of ITC to ECE and ECOSOC (A/72/3, para. 102), following Decision 1 of the 2017 Ministerial Resolution (ECE/TRANS/270, para. 14; E/ECE/1480: paras. 2, 5 and 6, and decision E/67; E/2017/15/Add.1, section I(B) para. 2, p. 4), the Committee **stressed the continued need to better align** the Committee's reporting structure and its global role and mandates.

B. Dialogue with United Nations Regional Commissions on ongoing activities related to inland transport

114. The Committee **had invited** representatives of the other Regional Commissions to share information and discuss ongoing activities in their regions. In this context the Committee **welcomed** the presentation by ESCAP, "Overview of the regional context and role of UNESCAP in developing sustainable transport connectivity in Asia and the Pacific". The representative of ESCAP presented the thematic areas of the Regional Action Programme (RAP) for Sustainable Transport Connectivity in Asia and the Pacific that was adopted by the Ministerial Conference on Transport at its third session (5-9 December 2016, Moscow) and endorsed at the seventy-third session of the ESCAP Commission (15-19 May 2017, Bangkok). The thematic areas of RAP included: regional transport infrastructure connectivity, regional transport operational connectivity, Euro-Asian transport connectivity, transport connectivity for least developed countries, landlocked

developing countries and small island developing States, sustainable urban transport, rural transport connectivity to wider networks, and improving road safety.

115. The ESCAP representative presented in more detail the immediate objective under thematic area "Euro-Asian Transport Connectivity", which is to work towards the establishment of an interregional coordination committee on transport between Asia and Europe as an intergovernmental body designed to foster seamless sustainable transport connectivity between Asia and Europe for people and goods. In this regard, he reaffirmed the continued interest of the ESCAP secretariat to work together with UNECE and other stakeholders in implementing the corresponding decision of the Ministerial Conference on Transport of ESCAP at its third session.

IX. Draft annual report of activities undertaken by the Committee's subsidiary bodies in 2017 (agenda item 7)

Documentation: ECE/TRANS/2018/18, Informal document No. 12

116. The Committee **was presented** with a comprehensive report of activities undertaken by the Committee's subsidiary bodies during 2017 in administering the 58 United Nations conventions, agreements and other types of legal instrument which shape the international legal framework for road, rail, inland waterway, intermodal transport, dangerous goods transport and vehicle construction (ECE/TRANS/2018/18). These activities contributed to the Sustainable Development Goals, i.e. policy dialogue and regulatory work, analytical activities, capacity-building and technical assistance. The draft annual report presented concise information in a form suitable for broader publicity. The detailed version with photos of the draft annual report **was also presented** to the Committee (Informal document No. 12).

117. The Committee **discussed** the annual report (ECE/TRANS/2018/18) and **provided guidance** on improving the visibility of the results.

X. Issues for approval by the Committee and of an informative character: Approval of the reports of the Committee's subsidiary bodies (agenda item 8)

Documentation: ECE/TRANS/WP.1/157, ECE/TRANS/WP.1/159, ECE/TRANS/WP.5/62, ECE/TRANS/WP.6/173, ECE/TRANS/WP.11/239, ECE/TRANS/WP.15/237, ECE/TRANS/WP.15/239, ECE/TRANS/WP.15/AC.1/146 and Add.1, ECE/TRANS/WP.15/AC.1/148 and Adds.1-2, ECE/TRANS/WP.15/AC.2/64 and Add.1, ECE/TRANS/WP.15/AC.2/66 and Add.1, ECE/TRANS/WP.24/141, ECE/TRANS/WP.29/1129, ECE/TRANS/WP.29/1131, ECE/TRANS/WP.29/1134, ECE/TRANS/WP.30/290, ECE/TRANS/WP.30/292, ECE/TRANS/WP.30/294; ECE/TRANS/WP.30/AC.2/133, ECE/TRANS/WP.30/AC.2/135, ECE/TRANS/SC.1/406, ECE/TRANS/SC.2/228, ECE/TRANS/SC.3/205

118. The Committee **approved** as a whole the reports and related activities of its subsidiary bodies without changes to their mandates and status, and **requested** the secretariat to incorporate related references in the complete ITC report on the basis of the annotated agenda (ECE/TRANS/273/Add.1).

XI. Results of the meetings of the Bureau of the Inland Transport Committee (agenda item 9)

Documentation: ECE/TRANS/2018/19

119. The Committee **considered** document ECE/TRANS/2018/19 on the results of the meetings of the Bureau of the Inland Transport Committee in 2017. The Committee referred to the decisions of the Bureau under the relevant items of its agenda.

120. The Committee **noted** that the adoption of the report of the eightieth session would be limited to a list of main decisions and that the complete report would be circulated at a later stage.

XII. Activities of the Commission and report of the Committee to the Executive Committee (agenda item 10)

121. The Committee **gave guidance to** its Chair on the key messages in the report (to be prepared in consultation with the secretariat), which would be submitted to the ECE Executive Committee at one of its future sessions.

XIII. Approval of the biennial evaluation of the Committee's work for 2016-2017 (agenda item 11)

Documentation: ECE/TRANS/2018/20

122. The Committee **considered** and **adopted** the programme performance assessment for 2016-2017 (biennial evaluation) of the Transport subprogramme (ECE/TRANS/2018/20).

XIV. Programme of work and biennial evaluation for 2018-2019 and Strategic Framework for 2020-2021 (agenda item 12)

Documentation: ECE/TRANS/2018/21 and Add.1, ECE/TRANS/2018/22, ECE/TRANS/2018/23, ECE/TRANS/2018/27

123. The Committee **considered** and **adopted** its programme of work and its addendum for the biennium 2018-2019 (ECE/TRANS/2018/21 and Add.1), for subsequent formal approval by EXCOM. The Committee will have the opportunity to adjust its programme of work during the course of the biennium and such adjustments will be reflected in a separate document.

124. The Committee **considered** and **adopted** the biennial evaluation plan (2018-2019) for the Transport subprogramme contained in document ECE/TRANS/2018/22. At its session in November 2017, the Bureau had considered the biennial evaluation plan and decided to recommend it to the Committee for approval.

125. Furthermore, the Committee **reviewed** the proposed Strategic Framework of the Transport Subprogramme for the biennium 2020-2021 (ECE/TRANS/2018/23) and **noted that** in light of recent management reforms proposed by the Secretary-General and adopted by the General Assembly, this document will be superseded by a new three-year programme plan and annual budget. To ensure continuity, ITC **endorsed** the broad areas outlined in the draft document. In light of these changes, the Committee **requested** (a) the secretariat to monitor closely the forthcoming changes to the programmatic framework and

report back to the Committee at its eighty-first session on this issue, (b) its Working Parties to work closely with the secretariat to ensure timely and coherent adaptation of current methods of work, thus minimizing risks for disruption to the work of the Committee and its Working Parties.

126. In light of the reduced regular budget for consultancy at ECE, the Committee **considered** alternative ways to support the analytical outputs of the subprogramme which may emerge while implementing the subprogramme's work programme in 2018-2019.

XV. Election of officers for the Committee's sessions in 2019 and 2020 (agenda item 13)

127. In view of the increased responsibilities of the ITC and its subsidiary bodies to address a growing number of new and emerging issues facing the transport sector in a globalized economy and trade, in particular the formulation of the ITC Strategy 2030, the Committee **decided** to increase the number of ITC Vice-Chairs to four.

128. The Committee **elected** Mr. Kristof Schockaert (Belgium) as Chair; Ms. Marie-Pierre Meganck (France), Mr. Jerzy Kleniewski (Poland), Ms. Maria Magdalena Grigore (Romania) and Mr. Sergey Andreev (Russian Federation) as Vice-Chairs.

XVI. Composition of the Committee's Bureau in 2019 and 2020 (agenda item 14)

129. The Committee **decided** on the composition of its Bureau for its sessions in 2019 and 2020, as follows:

Chair:	Mr. Kristof Schockaert	(Belgium)
Vice-Chairs:	Ms. Marie-Pierre Meganck	(France)
	Mr. Jerzy Kleniewski	(Poland)
	Ms. Maria Magdalena Grigore	(Romania)
	Mr. Sergey Andreev	(Russian Federation)
Members:	Mr. Ravil Isgandarov	(Azerbaijan)
	Mr. Sergei Dubina	(Belarus)
	Ms. Ingeborg Annette Dettbarn	(Germany)
	Mr. Antonio Erario	(Italy)
	Mr. Hans G. Scholten	(Netherlands)
	Ms. Carmen Giron	(Spain)
	Mr. Jean-Claude Schneuwly	(Switzerland)
	Mr. Atageldi Haljanov	(Turkmenistan)
	Mr. Roman Symonenko	(Ukraine)

XVII. Schedule of meetings in 2018 (agenda item 15)

Documentation: ECE/TRANS/2018/24/Rev.1

130. The Committee **adopted** the preliminary list of meetings, based on proposals from the Committee's subsidiary bodies, as contained in ECE/TRANS/2018/24/Rev.1, noting that the May meeting of WP.15 was reduced from five to three days; **requested** the secretariat to change the dates of the June meeting of the Group of Experts on URL; and **endorsed** the request for extending the next WP.11 meeting for one additional day, in order to accommodate the requested round table, and WP.24 by half a day.

XVIII. Transport developments in the European Union (agenda item 16)

Documentation: ECE/TRANS/2018/25

131. The Committee was **informed** by a representative of the European Union about the most important legislative and policy initiatives in transport undertaken in 2017.

XIX. Developments related to the work of the International Transport Forum (agenda item 17)

132. The Committee was **informed** by a representative of the International Transport Forum about the latest developments in the work of the Forum.

XX. Activities of other organizations of interest to the Committee (agenda item 18)

133. The Committee did not receive information from the representatives of other organizations under this agenda item.

XXI. Any other business -Date of next session (agenda item 19)

134. The Committee **noted** that its eighty-first session is tentatively scheduled to be held in Geneva from 19 to 22 February 2019.

XXII. Adoption of the list of main decisions of the eightieth session (agenda item 20)

135. The Committee **adopted** the list of main decisions of the eightieth session.

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Inland Transport Committee

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Report of the Inland Transport Committee on its eighteth session

Addendum

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Annex I

High-level Policy Segment on "Intermodality: The key to sustainable transport and mobility"

I. Introduction

1. Transport ministers from Africa, Asia, Europe and the Middle East, over 250 participants from 63 countries and the heads of inland transport organizations met at the high-level policy segment of the eightieth session of the Inland Transport Committee (ITC) on "Intermodality: The key to sustainable transport and mobility" (Salle XII, Palais des Nations, 20 February 2018, Geneva).

II. Opening

2. Ms. Olga Algayerova, Executive Secretary of ECE, opened the meeting and launched the road safety policy-making tool Safe Future Inland Transport Systems (SafeFITS). Statements followed from Mr. Yuwei Li, Director of the ECE Sustainable Transport Division, Mr. Umberto De Pretto, Secretary-General of the International Road Transport Union (IRU), and Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety.

3. SafeFITS was developed by ECE to improve road safety by supporting knowledge-based decision making in transport policy. The primary objective is to assist governments and decision makers to identify the most appropriate road safety policies and measures, allowing them to simulate the impact and effectiveness of different policies based on real-world data. SafeFITS was piloted in Albania and Georgia following the draft recommendations of Road Safety Performance Reviews undertaken in both countries.

III. High-level panels

4. The discussions were moderated by Mr. Young Tae Kim, Secretary-General of the International Transport Forum (ITF).

A. Panel I: Intermodality leads to sustainability

5. Panel I discussed a holistic approach to sustainable transport and mobility across transport modes to achieve the Sustainable Development Goals. Special attention was given to governance, the need for international coordination and harmonization and identifying the distinct advantages of intermodality in single-mode approaches and initiatives.

6. Keynote speeches were delivered by His Excellency Mr. Peter Gašperšič, Minister of Infrastructure of Slovenia and Ms. Maria Magdalena Grigore, Vice-Minister of Transport of Romania. Panel presentations followed from Mr. Matthew Baldwin, Deputy Director General, Directorate-General for Mobility and Transport (DG MOVE), European Commission; Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety, Mr. Jean-Pierre Loubinoux, Director-General, International Union of Railways (UIC) and Ms. Nancy Vandycke, Coordinator, Sustainable Mobility for All (SuM4All), World Bank.

7. Interventions followed from:

- Her Excellency Ambassador Elisabeth Laurin, Permanent Representative of France;
- His Excellency Ambassador Ulrich Seidenberger, Deputy Permanent Representative of Germany;
- Mr. Sergey Andreev, Deputy Director, International Cooperation Department, Ministry of Transport of the Russian Federation;
- Ms. Ermelinda Meksi, Deputy Coordinator, Economic and Environmental Activities, Organization for Security and Cooperation in Europe (OSCE);
- Mr. Tadeusz Szozda, Chair, Committee of the Organization for Cooperation between Railways (OSJD);
- Mr. François Davenne, Secretary-General, Intergovernmental Organization for International Carriage by Rail (OTIF).

B. Panel II: Intermodal freight transport and connectivity

8. Panel II reviewed innovative solutions aimed at facilitating trade and optimizing inland transport vehicle movements and logistics operations across various modes, internationally and at the city level.

9. Keynote speeches were delivered by His Excellency Mr. Abdalla Mohamed Obaid Balhaif Alnuaimi, Minister of Infrastructure Development of the United Arab Emirates and Mr. Jumageldi Garayev, Deputy Minister of Motor Transport of Turkmenistan. Panel presentations followed from Mr. Sandagdorj Erdenebileg, Chief, United Nations Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (UN-OHRLLS); Mr. Umberto De Pretto, Secretary-General, International Road Transport Union (IRU); and Mr. Ralf-Charley Schultze, Chair, International Union of Combined Road-Rail Transport Companies (UIRR).

10. Interventions followed from:

- Mr. Andriy Galushchak, State Secretary, Ministry of Infrastructure of Ukraine;
- Mr. Mamadou Ibrahima Lo, Director of Cabinet, Ministry of Infrastructure, Land Transport and Opening up of the Republic of Senegal;
- Mr. Eric Bouwmeester, Deputy Head International Affairs, Ministry of Infrastructure and Water Management, the Netherlands;
- Mr. Michael Christides, Secretary-General, Organization of the Black Sea Cooperation (BSEC);
- Mr. Erik Evtimov, Deputy Secretary-General, International Rail Transport Committee (CIT);
- Mr. Òscar Oliver, Centre for Transportation Studies for the Western Mediterranean (CETMO).

C. Panel III: Intermodal passenger mobility

11. Panel III focused on smart solutions across various modes for managing mobility for passengers in increasingly dense urban environments, including public transport and smart individual mobility.

12. Keynote speeches were delivered by His Excellency Mr. Arkhom Termpittayapaisith, Minister of Transport of Thailand and Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana. Panel presentations followed from Mr. Gery Balmer, Vice-Director and Head of the Policy Division of the Federal Office of Transport of Switzerland, Mr. Dionisio González, Director of the International Association of Public Transport (UITP), Ms. Karen Vancluysen, Secretary-General of POLIS, and Mr. Henry Gourdji, Head of Strategic Planning, Coordination and Partnerships Office of the International Civil Aviation Organization (ICAO).

13. Interventions followed from:

- His Excellency Mr. Ali Hammoud, Minister of Transport of Syria;
- Mr. Viktor Zhukov, Deputy Chair of OSJD Committee;
- Ms. Bronwen Thornton, Development Director, WALK21.

IV. Main insights

A. Panel I: ITC - Gateway to promote connectivity

14. Participants agreed that a seamless combination of different modes of transport for passengers and freight makes transport safer, more efficient, and often faster and less costly. The debate focused on achieving a holistic approach to inland transport that facilitates and encourages intermodality, a multifaceted challenge that cannot be tackled at the level of infrastructure solutions alone or be isolated at the national or local level. Discussions evolved around questions of policies, and the opportunities and challenges that innovation and new technologies create. It emerged that intelligent transport systems could be another facilitator of intermodal freight transport and passenger mobility. Connecting infrastructure, vehicles and users optimizes the flow of information, and traffic and mobility management. The technological innovation could enhance connectivity and therefore facilitate intermodal transport operations, by improving their environmental footprint.

15. Another overarching theme in this framework is traffic safety for all inland modes. How can this be best achieved? After all Sustainable Development Goal target 3.6 calls for halving of the number of global deaths and injuries from road traffic crashes by 2020, and Sustainable Development Goal 11.2 aims to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of the vulnerable, such as women, children, persons with disabilities and older persons.

16. His Excellency Mr. Peter Gašperšič, Minister of Infrastructure of Slovenia, discussed the country's "Transport Development Strategy" adopted by the Government in 2015, and the "Resolution on the National Programme for the Development of Transport of the Republic of Slovenia" adopted in 2016 by the Government and the National Assembly. The resolution is based on the extensive study of traffic flows and involves 108 new measures including significant recurring infrastructure development funding. Intermodality is one of the crucial pillars for both documents, which, combined, aim to provide better and more sustainable mobility at a better cost, and with a wider area of coverage.

17. Ms. Maria Magdalena Grigore, Vice-Minister of Transport of Romania, emphasized that intermodality and interoperability provide the guarantee of an efficient transport with benefits for the whole economy. The development of competitive international transport corridors can contribute both to intermodality and to the implementation of a digital

logistics system, an efficient and sustainable logistics. The Government of Romania pays special attention to the development of regional cooperation in the field of freight transport and the Ministry of Transport will act to implement the initiative on the Black Sea - Caspian Sea freight corridor project. The development of the transport sector must take into account the necessary connections to the European Union but also other regions, including towards Asia.

18. Mr. Matthew Baldwin, Deputy Director General of DG MOVE, informed the participants that the Commission had declared 2018 as the "Year of Multimodality". Driven principally by the powerful force of digitalization both for passengers and freight, the Commission saw great promise in delivering improved multimodality in order, inter alia, to reduce CO_2 emissions, road congestion and air pollution. But it also considered it important to examine the factors which have *prevented* multimodal operations from assuming a more prominent role at the European and global levels. Mr. Baldwin acknowledged that ITC provides a useful forum for discussion of this important topic, and ensures that safe and sustainable operation of inland transport is strengthened in the new global framework of the United Nations Sustainable Development Goals.

19. Mr. Jean Todt, United Nations Secretary-General's Special Envoy for Road Safety, focused on the connections between intermodality on road safety. "As the demand for mobility and transport continue to rise, intermodality must become an essence of transport if we are to build more sustainable transport system." Mr. Todt went on to say, "when we consider the expansion of public transport, the impact could be tremendous" citing estimates that when public transport increases from 10 to 20 per cent, traffic fatalities drop by 15 per cent.

20. Mr. Jean-Pierre Loubinoux emphasized that to meet the challenges of sustainable mobility intermodality, it is important to further develop international transport corridors for freight and passengers. It is also crucial to continue joint projects on standardization issues, thus highlighting the important role of the enhanced involvement of UIC in the work of ITC and its subsidiary bodies. It is also crucial to meet new challenges on safety and security.

21. Ms. Nancy Vandycke, Coordinator, presented the plan of Sum4All to bridge the "Transport We Have" with the "Transport We Want", in order to meet the ambitious goals of the 2030 Agenda for Sustainable Development. Through its four global goals (universal access, efficiency, safety, and green), Sum4All in partnership with key transport stakeholders, including ITC published in 2017 the Global Mobility Report, the first-ever assessment of the transport sector globally, and its contribution to a sustainable future. The next step would be the Global Road Map of Actions, a menu of actions that is informed by data and international agreements to assist countries in achieving sustainable mobility. ITC is actively engaged as a co-lead in the efficiency and safety working groups.

B. Panel II: ITC - Platform to link regulators and innovators: Technologies for sustainable mobility

22. Participants agreed that innovation in transport has revolutionized intermodal freight transport and connectivity, changing everything from the way goods move, supply and demand meet each other, services are paid, to how transport legislation is designed. Digitalization and e-docs in transport are already happening and are improving intermodal efficiency and governance. They also open new horizons for service provision, and for leapfrogging development stages. Accelerating the pace of the successful introduction of innovations in infrastructure, vehicles and mobility management will make intermodal transport safer and seamless.

23. Infrastructure enabling intermodal connectivity is an important first step, but connecting services and facilitating the crossing of borders both for businesses and for people must be kept in mind. Land-locked developing countries suffer higher costs in their trade due to transit and border crossing bottlenecks, and intermodality has a lot to contribute to help communities and economies connect with global supply chains.

24. His Excellency Mr. Abdalla Mohamed Obaid Balhaif Alnuaimi, Minister of Infrastructure Development of the United Arab Emirates (UAE), explored how the country, in agreement with its neighbours, had diversified its transport with significant new rail development. With 264 kilometres of new rail, UAE had removed about 1,000 trucks from their roads, making transport in the country safer and more environmentally friendly. However, he stressed that it would be a mistake to only look at old modes of transport when considering intermodality, as new means of transport are constantly on the horizon. He went on to stress the development of drones, and while they are not carrying heavy cargo now, the technology is developing fast.

25. Mr. Jumageldi Garayev, Deputy Minister of Motor Transport of Turkmenistan, noted that in line with the general policy of Turkmenistan, based on the principles of positive neutrality and aimed at developing a broad international cooperation, Turkmenistan had initiated three General Assembly resolutions in the field of transport, the latest on "Strengthening the links between all modes of transport to achieve the Sustainable Development Goals" (A/RES/72/212), adopted on 20 December 2017. Furthermore, he stressed that in recent years, Turkmenistan had implemented major regional and transcontinental projects. He emphasized that progress in sustainable transport contributes to all the goals of sustainable development and welcomed the work of the Committee to help achieve the Sustainable Development Goals.

26. Mr. Umberto De Pretto, Secretary-General, International Road Transport Union (IRU) stressed that multi-modality is not important in itself, but rather because it can be used to find the most efficient and cheapest option for shipping, thus expanding logistic chains and using stretched infrastructure to the best possible effect. Mr. De Pretto made the case for intermodality, by showcasing a 5-day saving in time when using TIR along an intermodal trade corridor linking Europe to the Middle East. Mr. De Pretto further highlighted the benefits of eTIR and eCMR in deploying digitalization in freight transport and the benefits for intermodality.

27. Mr. Sandagdorj Erdenebileg (UN-OHRLLS) emphasized the importance of intermodality and transport in general for the landlocked developing countries (LLDCs), who face special challenges and needs due to their geographical position and isolation from world markets. As a result of these challenges, the level of development of LLDCs is about 20 per cent lower than it would be if they were not landlocked. One of the specific objectives of the Vienna Programme of Action is to significantly improve intermodal connectivity with the aim of ensuring efficient intermodal transfers. The achievement of the Sustainable Development Goals can only be successful if attention is paid to the most vulnerable countries and if no one is left behind.

28. Mr. Ralf-Charley Schultze, Chair, International Union of Combined Road-Rail Transport Companies (UIRR) posited that the answer to the challenges of longer distance freight transport is intermodal/combined transport. After identifying the intermodal bottlenecks in Europe, ranging from physical bottlenecks to national rules and divergent regulatory framework and enforcement, Mr. Schultze made the case that intermodality can deliver the desired sustainable transport solutions, when the right conditions are in place.

C. Panel III: ITC - The centre of United Nations transport conventions: The benefits of internationally harmonized regulatory governance for inland transport

29. Discussions in this panel were framed by global megatrends: in 2011, the global population reached the 7 billion and, depending on changes in future fertility rates, world population is expected to surpass 8 billion people in 2030 in the low fertility scenario, and be close to 9 billion in the high fertility scenario. In addition to population growth, the world experiences high levels of urbanization and accelerating migration. The global urban population is now close to 3.9 billion and is expected to reach 6.3 billion in 2050, with nearly 90 per cent of the increase in the urban areas of Africa and Asia.

30. The challenge of passenger mobility is to develop sustainable urban mobility and public transport that includes cycling and walking, and the integrated services that facilitate and encourage passengers to use them. With six out of ten people expected to live in cities by 2030, it is essential to identify strategies and policies to promote sustainable urban mobility and public transport. A key component in the needed policy mix is moving away from individual motorized transport, with the objective to mitigate pollution, congestion and safety risks. Mobility as a service could be, under certain conditions, the key to achieving this objective

31. His Excellency Mr. Arkhom Termpittayapaisith, Minister of Transport of Thailand, stressed that we should not consider the shipment of goods and the transport of people differently because they will all ultimately use the same infrastructure — so their plans cannot be developed separately. To integrate transport system development, the vision "One Transport" was initiated by the Ministry of Transport of Thailand. To support seamless intermodal passenger mobility, three aspects were prioritized: passenger services to support intermodal mobility; design aspects of intermodal interchanges at railway stations, airports and ports; and universal design and additional services for passenger convenience.

32. His Excellency Mr. Kwaku Ofori Asiamah, Minister of Transport of Ghana, discussed the plans and challenges for significant infrastructure development in Ghana and emphasized that "for many countries especially those in the African continent, land-based transport are the main vehicle for growth, industrial revolution and economic activities." In this context, Ghana has begun to stimulate growth in rail and inland water transport in order to create a smarter more balanced and environmentally friendly transport system.

33. Mr. Gery Balmer, Vice-Director and Head of Policy Division in the Federal Office of Transport of Switzerland, noted that ever growing traffic is a big challenge for Switzerland. Promoting multimodal mobility can make a significant contribution to deal with this challenge. To make multimodal mobility a reality, Switzerland plans to make mobility data available, to open public transport sales systems to third parties and to encourage the stakeholders to collaborate.

34. Mr. Dionisio González, Director, International Association of Public Transport (UITP), pointed out that in developing and delivering a successful urban strategy there are five key principles: sharing the vision, effective governance and regulation, long-term political commitment, strong links with land-use planning and economic development, and a stable funding framework. No magic recipes exist but intermodality is a key component for sustainable mobility and is clearly setting priorities in terms of competitiveness, accessibility, inclusion, resilience, and gender balance. Mr. González concluded that mobility as a service, and the shared economy are the key - if we are able to find the right business model, including all the regulatory aspects – but with public transport as the backbone of metropolitan mobility.

35. Ms. Karen Vancluysen, Secretary-General, POLIS network emphasized the changing role of local authorities in transport service provision, as enablers for multimodality and intermodality. Within this context, Ms. Vancluysen highlighted the opportunities and the risks of Mobility as a Service, and in particular the role of cities in its deployment.

36. Mr. Henry Gourdji, Head, Strategic Planning, Coordination and Partnerships Office, International Civil Aviation Organization (ICAO) made the case for aviation as an enabler to achieve the Sustainable Development Goals. He emphasized the need for integrated airport and urban transport planning that is environmentally sustainable, in order to maximize the benefits to the overall socioeconomic development of countries. Sustainable hub airports include a corporate social responsibility dimension and are an integral part of intermodal sustainable mobility network.

V. Conclusions and the role of the Committee in promoting intermodality

37. Since its establishment in 1947, ITC has played a pioneering role in facilitating the international movement of persons and goods by inland transport modes and improving the competitiveness of their economies. This has been achieved primarily through promotion of the development of coherent international infrastructure networks, uniform and simplified border crossing procedures and standardized international rules and regulations for ensuring a high level of efficiency, safety and environmental performance of international transport by road, rail, inland waterways and intermodal transport.

38. Intermodality for freight and passengers is addressed by several ITC Working Parties. Promoting intermodal connectivity involves:

- Conventions facilitating international transport and mobility in road, rail, inland water and intermodal transport and transport of dangerous goods as well as infrastructure agreements (European Agreement on Main International Traffic Arteries (AGR), European Agreement on Main Inland Waterways of International Importance (AGN), European Agreement on Main International Railway Lines (AGC), European Agreement on Important International Combined Transport Lines and Related Installations (AGTC);
- other activities such as Trans-European Motorway (TEM), Trans-European Railway (TER) and Euro-Asian Transport Links (EATL) project masterplans, as well as national master plans on freight transport and logistics, and intermodal transport terminals;
- Analytical work involving workshops, research and publications on intermodality for: border crossing facilitation, sustainable urban mobility and public transport;
- Other conventions that promote service connectivity, transport and border crossing facilitation, such as the TIR Convention (1975), Harmonization Convention (1982), and eTIR.

39. On the basis of the high-level policy segment's presentations, interventions and debates, the Committee **endorsed** the outcome of the policy segment. The Committee **expressed strong support** for a holistic approach to inland transport modes, based on lessons from real world best practices in developing and deploying successful innovations that promote sustainable mobility across modes of transport, and can be of benefit to the citizens of developed and developing countries. It **agreed** that a short report of the discussions, in the form of moderator's conclusions, be annexed to the Committee's report. Finally, the Committee **requested** its subsidiary bodies to take on-board the outcomes, as deemed appropriate.

Annex II

Report of the eighth meeting of the Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations legal instruments in transport

Submitted by the Chair of the Inland Transport Committee

I. Introduction

1. The eighth meeting of the Chairs was held on 21 February 2018.

2. The Chairs and Vice-Chairs of the Committee's subsidiary bodies and Administrative Committees of United Nations transport conventions, the members of the Bureau and government delegates of contracting parties participating at the session of the Committee attended the meeting. In total, 111 representatives from 52 countries, including 18 non-ECE member States, the European Commission, and 23 Chairs and Vice-Chairs participated.

3. This year's meeting focused on further developing the strategy and the future directions of the Committee, as well as identifying the timeline for its adoption.

4. Discussions were based on Informal document No. 1. The Committee also had the opportunity to review the background report of the ECE ITC Strategy (ECE/TRANS/272 (Future)). The ministerial resolution on "Embracing the new era for sustainable inland transport and mobility" (ECE/TRANS/2017/2) of 21 February 2017 had invited the Committee to implement a strategic dialogue and to develop an ITC strategy that takes the decisions of the resolution into consideration. The Committee had welcomed and endorsed the 2017 ministerial resolution at its seventy-ninth session.

5. This annex summarizes and provides conclusions from the meeting based on the views exchanged.

6. Participants at the restricted session agreed that the summary would take the form of the Chair's note which would be annexed to the ITC report after approval by the participating delegates in the restricted session.

II. Developing the strategy

7. Consensus emerged during the discussions on recognizing the increasing global role of the Committee and the legal instruments, and the changing global institutional and regulatory landscape. Developmental, economic and environmental challenges in transport were also recognized to be on the rise and becoming critical in many parts of the world, thus increasing the urgency for identifying the proper role for ITC.

8. A nexus of opportunities and challenges thus emerged, setting the basic parameters for needed changes in the strategic direction of the Committee, such as:

- Global agreements that drive global policies for transforming the path of development: the work of ITC should contribute and support
- Technology, for example intelligent transport systems, digitalization and automation
- The continuing road safety crisis

- Global megatrends, e.g. demographic dynamics and urbanization
- Increasing transport demand, i.e. urban environments
- Infrastructure gaps and adequate global infrastructure investment.

9. These broad dynamics could be grouped around 6 themes.

A. Institutional dimension (ITC, its subsidiary bodies and legal instruments)

10. In response to the increasingly global role of the Committee and the legal instruments, much of the discussion revolved around the legal instruments. Specifically, the opening of these instruments to all United Nations Member States, to the extent feasible, and their *universalization* were mentioned by several participants. Increasing accessions by non-ECE States and expanding the geographical focus were strongly supported. Ideas for achievement included changing the names of some conventions to better reflect their global scope and thus facilitate the accession of non-ECE countries. The development of new legal instruments on a need basis was also strongly supported. Finally, the importance of supporting an effective implementation of conventions was highlighted and complemented the discussion on increasing accessions.

11. The need to open up the ITC to non-ECE contracting parties was stressed by participants, something that could go hand in hand with even more of its Working Parties administering global conventions in the future. As a global regulatory centre of sustainable inland transport, ITC should lead proactive initiatives, and reflect it in TORs and mandates, as well change in inland transport policies, also contributing to sustainable development in the ECE region and worldwide. It was also recognized that these ideas might lead to or necessitate changes to the functioning and organization of ITC activities and of its subsidiary bodies.

12. Programmatic aspects of the work of the Committee were also briefly discussed, and pointed out the need to balance regional and global issues and priorities in the programme of work of the Committee. It was observed that at the time of the discussion, the budget and programme of work reflected mostly regional priorities.

B. Vision, mission and strategic objectives

13. The vision, mission and strategic objectives of the Committee were supported by all member States which took the floor, without objection. The need to reflect in the strategy the regional dimension of the work of ITC, to keep it in line with its existing programmatic framework and mandates, was emphasized.

14. Contributing to the implementation of the Sustainable Development Goals as a strategic objective for the Committee was supported by numerous delegations.

C. Timeline

15. There was overwhelming support that the Committee should adopt its new strategy and deliverables in 2019 (see also section D).

D. Deliverables for the eighty-first session

16. The following deliverables should be presented to the Committee at its eighty-first annual session in 2019 for adoption:

(a) ITC Strategy until 2030 (and beyond) and Action Plan/Road map;

(b) Revised Terms of Reference (ToRs) for the Committee.

E. Resources, financial strategy

17. Resources were considered important but not the main focus of the discussions. The need to step up resources and capacity in light of the needs created by the increasing number of accessions and support to high-priority areas was mentioned, as was the need to prioritize the Committee's activities against different financial scenarios of increased/stable/declining resources. One delegation proposed that the budget should reflect the regional priorities at this time.

F. Priorities

18. Most of the interventions focused on priorities. Most member States and Chairs supported existing priorities (Informal document No. 1) and some introduced new priorities:

(a) Servicing of legally binding instruments and increasing accessions, especially by non-ECE member States: The main aspects were:

(i) Management of Conventions: "keeping pace";

(ii) "Universalization" of conventions;

(iii) Expansion of geographic scope;

(iv) Road safety, including the ending of the United Nations Decade of Action, call for response to gaps and the need for a new set of goals for the next decade;

(v) Vehicle regulations;

(vi) Border crossing facilitation;

(vii) Dangerous goods;

(viii) Perishable foodstuffs;

(b) Digitalization: Database for the Exchange of Type Approval documentation, e-CMR, e-TIR;

(c) E-mobility;

(d) Regulation of autonomous vehicles: Most interventions supported a bolder approach;

(e) New legal instruments, keeping in mind the future needs of member States, not just present ones;

(f) Centre for infrastructure agreements (AGC, AGN, AGR, AGTC).

19. The following new proposed priorities (not in Informal document No. 1) were suggested by member States and Chairs during the discussion:

(a) Sustainable Development Goals on the environment: Links of ITC to most Sustainable Development Goals are distributed to various working parties. The missing areas, in need for further strengthening, include sustainable transport policy, urban and rural transport, security and social issues except road safety;

(b) Statistics;

(c) Networks and corridors: Via Carpatia and the corridors between Europe and Asia were mentioned;

(d) Call for mode-specific focuses: Different modes face different challenges – for consideration in the ITC strategy.

III. Follow-up to the eighth meeting

20. On the basis of these deliberations, the Committee **welcomed** the organization of the eighth meeting of the Chairs of the Committee's subsidiary bodies, i.e. the meeting restricted to governmental participation, on developing the Committee's strategy until 2030, and **agreed** that the summary of the discussions, in the form of the Chair's notes, would be annexed to the Committee's report after approval by the participating delegates in the restricted session.

21. In considering the ITC strategy up to 2030, the Committee **expressed its support for continuing discussion** on Informal document No. 1. To this end, it **welcomed** the discussions of the restricted session involving ECE and non-ECE contracting parties.

22. The Committee **provided guidance** to the ITC Bureau, to be assisted by the secretariat, on further developing the ITC strategy in an inclusive way and **requested:** (a) that an action plan and road map for implementation be presented for adoption at the Committee's eighty-first session in 2019, and (b) that necessary changes in the Terms of Reference and Rules of Procedure of the Committee are fully considered and presented to the Committee for adoption at the eighty-first annual session. The Committee **invited** the Working Parties to send their inputs after their annual sessions, as contributions for the development of the strategy and road map with a view to its final adoption at the restricted session of the eighty-first annual session of the Committee.